

VK 544
.A56
1924
Copy 1





SEASCOUT REQUIREMENTS UNIFORMS *and* INSIGNIA



Published by
BOY SCOUTS of AMERICA
200 FIFTH AVENUE
NEW YORK

Copyright, 1924
BOY SCOUTS OF AMERICA

© CIA 800174

JUL 17 '24

no 1

VK544
AS56
1924

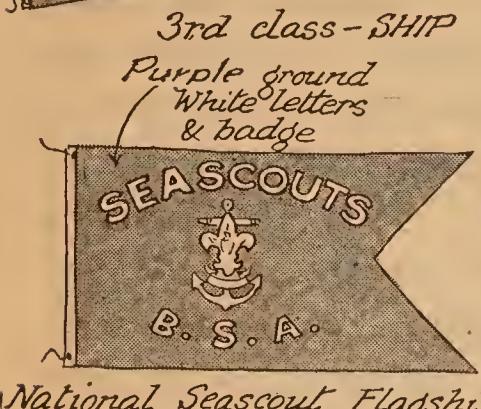
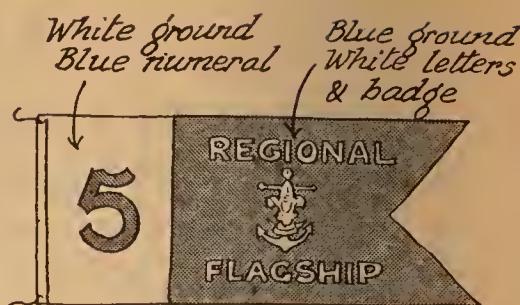
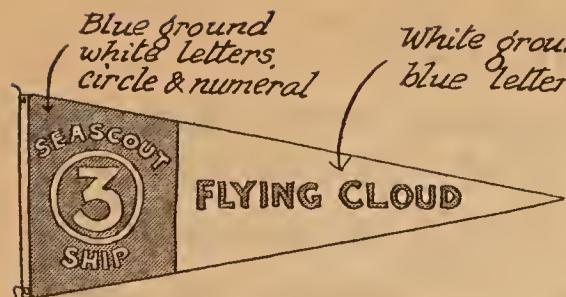
FOREWORD

Following the recommendations of the Seascout Committee at the Second Biennial Conference, and in subsequent conferences held at the offices of the National Council, the Seascout Program has been completely revised. The revision embodies all recommendations brought before the Committee at the Blue Ridge Conference, and practically all of those subsequently received. Progress on the Manual For Seascouts has been necessarily delayed but the manuscript will be ready for final consideration and approval at the forthcoming Biennial Conference in Estes Park. Meanwhile this pamphlet, embodying the organization plan, requirements, uniform and insignia, is issued to bring to the Field information that will be helpful for the forthcoming season, and that will carry forward the Seascout Program of the Boy Scouts of America.

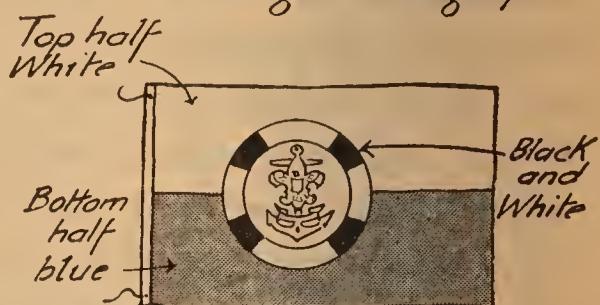
Seascouting is daily becoming a more extensive development in the Boy Scout Program, and this pamphlet is sent out in the hope that it will hold and promote that interest and development pending the issuing of the completed Manual For Seascouts.

JAMES E. WEST,
Chief Scout Executive.

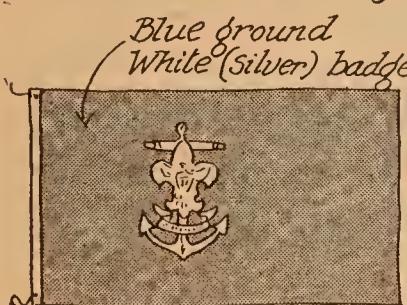
FLAGS



National Seascout Flagship



Pilot's Flag

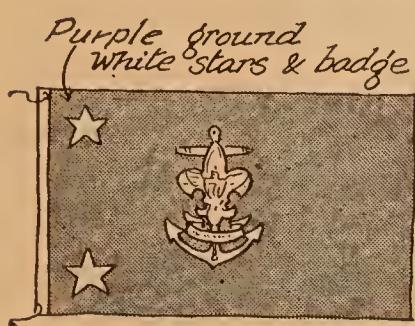


Portmaster's Flag

NOTE:—
DETAILS
OF BADGES
TO BE
WORKED
IN BLUE
THREAD
OR YARN



Commodore's Flag

Seascout
Director's FlagChief Scout Executive's
Flag
(Chief Pilot)

Note:- Rectangular flags are land flags.

ORGANIZATION NATIONAL

The Seascouting Department as a part of the Boy Scouts of America is operated just as are all of the other departments under the authority of the National Council through its Executive Board and the Chief Scout Executive. The Seascouting Department has a director known as the "National Seascout Director." There is a Committee on Seascouting known in the program as the "National Seascout Shipping Board," which serves as an advisory committee to the Executive Board in all matters pertaining to the Seascout Department. This committee has a number of advisors and counsellors known as Sea Chiefs and Honorary Commodores (certain Naval officers and other representative men interested in the Seascouting program for scouts and certain members of the merchant marine and other citizens).

The Chief Scout Executive is the "Chief Pilot" and the Regional Scout Executives are "Regional Pilots." Heads of other departments of the National Council are related to the seascout program in the same measure as to all Boy Scouts. Thus it is that Seascouting is an integral part of the Boy Scout Program.

LOCAL

The Seascouting Shipping Board

This is a committee of the local council and corresponds in function to a "committee on camping," for instance. This committee has a squadron pilot (scout executive or commissioner) and an executive officer, the portmaster, who ranks as a deputy scout commissioner and reports to the squadron pilot. This committee is made up of at least three representative citizens, preferably men with some seafaring experience and seamanship knowledge.

Seascout work in a given community is under the supervision of this board administered by the local council. The seascout shipping board must approve all promotions of Seascout officers and Seascouts after a personal examination of the candidates. It recommends those who are successful to the court of honor for the award of flags and insignia. The chairman of this board is given the title of Commodore.

In a community where there is no local council, the duties of the local shipping board are added to those of the ship committee, one member of which becomes the portmaster.

The Portmaster

He is a member of the Shipping Board and its executive officer. He is usually a man of fair seamanship experience who is capable of handling the Seascout Program. He works with the squadron pilot (scout executive) in accordance with the established policies of the local council and Seascout Department. Seamanship and seascouting problems are likely to arise and, where too baffling for local solution, may be referred to the Seascout Department at National Council Headquarters, where no pains will be spared to settle the point at issue.

Where only one or two ships are "in commission" (i. e., registered), the pilot may act as a portmaster for a time. Seascouting, however, is a big game and will require careful supervision.

Responsibilities of the Seascout Shipping Board and Portmaster Are:

1. To examine skippers and mates as to fitness to hold commissions.
2. To pass on all floating equipment as seaworthy.
3. To see that no bad or slack seamanship is practiced; (boat keeping, stowage of property, dangerous practices, insufficient or useless equipment, etc.—this means inspection).

4. To carry out, so far as possible, all seascout regulations regarding uniforms, requirements and so forth.
5. In general the seascout shipping board should share the work of helping seascout ships to make good, and should hold it a bounden duty to see that flags are hoisted when the time and occasion demands, that chevrons are worn only when duly earned, and that scout ideals of courtesy and obedience, cleanliness and honesty, loyalty and honor are upheld. The Scout Law is the law on every ship.

THE SEAScout PROGRAM

First Steps In Its Organization

1. *The local council* appoints the local seascout shipping board. Where there is no council, a ship committee is appointed through the key men of the community, to act as "troop committee" or guardians of any acquired property, and as advisors to the shipper. One member of the Shipping Board is the Portmaster. These applicants are approved by the Chief Pilot, and commissions issued.
2. *The local seascout shipping board* applies to the National Council for and receives "shipping board papers." (Special blanks are provided wherein this committee pledge themselves to see "all secure and shipshape" in their seascout area.)
3. *The portmaster*, conferring with his pilot, goes to work organizing ships in his area.
4. *Ships' companies* with their ship committees may be organized in connection with churches, high schools, boys' clubs, boys' institutions, boat and yacht clubs, commercial and industrial organizations and by interested groups of citizens. The ship committee and skipper report to their home institution as well as to the portmaster and the local shipping board.

The organization and administration of the Seascouting program follows the exact procedure of the National Council as applied to the regular Scouting program.

5. *Charters.*

(a) *Institution.*

For the organization of ships' companies, "charters" may be granted to institutions upon application from the duly constituted authorities of such institutions upon blanks provided for this program by the Seascout Department. Such applications shall obligate the institutions to provide adequate facilities, supervision and leadership for at least one year and to make an effort to provide the boys in the ship's company with an opportunity to fulfill the seascout requirements of camping and cruising.

(b) *Independent.*

While the organization of ships with existing institutions shall be preferred, when the conditions warrant, a charter may be granted for the organization of a ship independent of any relationship with an existing institution, provided, however, that the applicants are citizens of the United States and men of high moral character, whose interest is primarily that of helping boys through the seascout program; and who shall have the resources to provide the necessary facilities, supervision and leadership. In such cases the obligations for the applicants for a charter shall be the same as those required of institutions.

The Ship Committee

Each chartered ship of the Boy Scouts of America shall be under the supervision of a "ship" or boys' work committee, consisting of three or more male citizens of the United States, twenty-one years of age or over, selected by the institution with which the ship is connected, or in the case of an inde-

pendent ship, of those who make application for a ship's charter, one of whom shall be designated as chairman.

The Ship Committee Shall Be Responsible For:

1. The selection of a skipper and one or more mates.
2. Providing proper facilities for ship's headquarters.
3. Conferring with the skippers from time to time on questions of policy and regulations affecting the proper interpretation of Seascouting and the requirements of the institution with which the ship is connected.
4. The observance of the rules and regulations of the National Council of the Boy Scouts of America.
5. Encouraging the skipper, mates, and members of the ship's crew in carrying out the Boy Scout Program.
6. The operation of the ship in such a way as to insure its permanency.
7. The finances, including the securing of adequate support and the proper disbursement of funds.
8. Ships' property and equipment.
9. Securing suitable opportunity for the ship's company to carry out the boat cruising requirements as provided in the plan, with adequate facilities, and supervision.
10. Assuming active direction of the ship in case of the inability of the skipper to serve, until his successor has been commissioned or appointed.

SKIPPERS AND MATES

In immediate control and direction of the sea-scout ship is the Skipper. He must be at least 21 years of age, a citizen of the United States, and if possible should have had some sea experience. He is regularly commissioned by the National Council

through the Seascout Department under the same regulations as apply in the case of scoutmasters.

He is in full charge of the ship and is held responsible for the safety, happiness and success of the ship. All programs, courses, sailing plans, as previously determined upon by the National Council, are to issue from him personally or by direction through his officers, by virtue of the responsibility placed in him.

The Mate is the second in command. He is the assistant to the Skipper corresponding in rank to assistant scoutmaster. He must be at least eighteen years old. Through the Mate, the policies of the ship are duly administered under the direction of and supervision of the Skipper. In the absence of the Skipper the Mate acts for him.

REGISTRY OF SHIPS

A seascout ship can be registered only through the local seascout shipping board or a ship committee. If there is a local council, the shipping board is simply a sub-committee of that body, and is appointed by it. Where there are no local councils the work of the shipping board is an added duty of the ship committee, which corresponds to the troop committee of the land troop. A land troop changes into a ship on the recommendation of this board or ship committee.

A seascout ship is not in commission until all papers are correctly filled out and filed with the National Seascout Department at the National Council office, 200 Fifth Avenue, New York City. For registering a new seascout ship use Form 690 (which is the regular land scout troop charter blank.) For re-registering use Form 691. When registering for the first time skippers should be careful to see that all of the data called for on Form 690 are given. The application must indicate the name of the ship and the numerical design-

nation which it bears in the council in local community series of troop numbers. A new seascout ship registered exactly as if it were a land troop and the minimum registration fee must be paid in every case.

SCOUTS TRANSFERRING TO THE SEAScoutS FROM ANOTHER TROOP, AFTER THE SHIP HAS BEEN REGISTERED, DO SO IN THE SAME MANNER AND AT THE SAME PRO-RATA RATE AS IF TRANSFERRING FROM ONE LAND TROOP TO ANOTHER.

The papers must be duly signed and counter-signed by representatives of (1) the local council, (2) local seascout committee, (3) the ship, as a guarantee to the National Council that the seascout regulations will be carried out in good faith. This is a pledge to parents, guardians and boys alike and distributes responsibility for the permanency and safety of seascout ships.

HOW TO BECOME A SEAScout

Any boy over the age of fifteen may become a Seascout; and for the purpose of this program boys are grouped in three classes:

- A. Boys who have never been in Scouting.
- B. Boys who are or have been scouts.
- C. Boys who are Seascout Reservists.

Any boy who comes under the heading of A must:

- (1) Become a Tenderfoot Scout which requires that:
 - (a) He must know the Scout Oath and Law, Motto, Sign, Salute and the significance of the Badge.
 - (b) Know the composition and history of The Flag and the customary forms of respect due to it.

- (c) Tie the following knots: square or reef knot, sheet-bend, bowline, fisherman's knot, sheepshank, slip, clove hitch, timber hitch and two half hitches.
- (d) He must formally subscribe to the Scout Oath and Law.
- (2) He must take the Sea Promise which is found in the HANDBOOK FOR BOYS.
- (3) He must demonstrate the proper method of using the life-belt and life-buoy.
- (4) Write an article of at least 200 words on the Sea History of the United States.

NOTE: Having complied with all these tests before a scoutmaster, skipper or other scout official he is now a Cabin Boy.

- (5) Having received his parents' written consent to join a seascout ship the Cabin Boy makes application, and, if accepted by the skipper he is registered as an Apprentice Seascout.

Any boy who comes under the heading of B must:

- (a) Comply with (2), (3), and (4). He will then be a Cabin Boy.
- (b) He then applies for membership in a seascout ship as in (5) above, and becomes an Apprentice Seascout.

He, however, will be given credit in his seascout work for the requirements he has passed as a land scout.

Any boy who has attained the rank of C, Ordinary Seascout Reservist, (see Manual for Seascouts), may join a seascout ship as an Ordinary Seascout by fulfilling the conditions in (5) above.

If there is no seascout ship already registered in the vicinity it will be necessary to have at least nine cabin boys before a ship can be started. This group of at least nine cabin boys will then call on the local scout executive or local council for help in forming a seascout ship. The local scout council or a committee designated by them for that purpose, will endeavor to form a Ship Committee, consisting of three or more male citizens of the United States, at least one of whom should have had some seagoing experience. This Ship Committee, with the help of the local scout council or their committee should find a skipper. It is very desirable, but not essential, that the skipper have some seagoing experience.

This minimum unit of nine Cabin Boys can now register as Apprentice Seascouts. The maximum number of boys in one ship is thirty-six boys.

REQUIREMENTS

Requirements For Apprentice to Ordinary

The apprentice seascout wears his white working uniform and white hat and is a member of the ship's company with definite duties. He passes the regular second class scout requirements in the course of his program, and if he has already passed them up in his scout work, is credited with them.

1. The scout must have been an apprentice seascout for three months, before he is eligible to take the examinations for the rank of ordinary.

2. Elementary first aid. He must know the general directions for assisting shipmates aboard a vessel or on shore. He must demonstrate the treatment for fainting, shock, bruises, cuts and scratches, burns, how to carry the injured, and elementary use of the triangle. (See HANDBOOK FOR BOYS.)

3. He must know the alphabet of the Semaphore or General Service (International Morse) Code and

how to apply it to either flags, sounds or other methods possible on the waterfront. (See HANDBOOK FOR BOYS and Merit Badge pamphlet on Signaling.)

4. He must, after one minute observation, describe the boats on the anchorage as to type.

5. He must go a mile in twelve minutes at scout's pace—about fifty steps running and fifty walking, alternately. (See HANDBOOK FOR BOYS.)

6. He must make a fid. (See Manual for Seascouts, Section One, Chapter on Marlinspike Seamanship.)

7. He must prove his ability to build a fire in the open, using not more than two matches, care for this fire and put it out properly.

8. He must cook one-quarter pound of meat and two potatoes without any cooking utensils. (See HANDBOOK FOR BOYS and Merit Badge pamphlet on Cooking.)

9. He must have earned and deposited at least one dollar in a public bank, and will receive credit for Liberty Loan subscriptions, War Savings Certificates or personally earned premiums paid on life insurance.

10. He must know the sixteen principal points of the compass.

NOTE: When he had completed this much of the test, if he has not previously been a scout, he is entitled to the rights and privileges of a second class scout, by conforming to the usual requirements of the local council. (See HANDBOOK FOR BOYS), but he has a great many more things to do before he can call himself an ordinary seascout.

11. He must know weather lore. (See Manual for Seascouts, Section One, Chapter on Navigating.)

12. The standard swimming test must be passed as a requirement for going afloat. The requirements for this test follow:

- (a) Swim 100 yards, using two or more kinds of strokes.
- (b) Swim 50 feet, using the back-stroke.
- (c) Perform a straight front-dive or racing-dive in good form.
- (d) Recover an object in 6 to 8 feet of water, by surface dive.

NOTE: If taken before a senior member of the Red Cross Lifesaving Corps, a swimmer's button is given free by the local Red Cross Chapter.

13. He must know the names of the different types of rowboats, and the parts of boats under oars, as well as the parts of an oar as given in the Seascout Manual, and be able to make a recognizable sketch of any of the types of boats called for. (See Chapter 2, Section 1, Manual for Seascouts.)

14. He must be able to carry out any of the orders for handling rowboats as explained in the Manual for Seascouts (Study Bluejackets' Manual, Navy Boat Book and Manual for Seascouts).

15. He must be familiar with the drill tactics for the school of the squad from the Scout Manual of Drills and Customs.

16. Every apprentice seascout must have some experience in assisting in the building and repair of a workable boat.

17. He must know the rules of the road adapted to rowboats and canoes encountering motor, sail or steam craft. He must be able to illustrate problems with models. (See Manual for Seascouts, Chapter on Navigating, Section 1.)

18. He must be familiar with the lights required

for rowboats, canoes and motorboats and be able to interpret them for his own safety, when afloat at night. (See Manual for Seascouts, Chapter on Navigating, Section 1.)

19. Study the billet system and be prepared when called upon, to use his specialties in three selected billets.

20. Make a week-end cruise alongshore in row-boat or canoe, under instruction, and make a proper report of the same in a "log."

21. In rope work make a three-strand eye splice, a back splice, a short splice and a grommet. Whip the end of the rope with a needle and thread.

22. Know the minimum safety requirements for a hike-camp swimming period. (See Swimming and Water Safety pamphlet.)

23. Must know Abandon Ship Drill for rowboats. (See Manual for Seascouts, Chapter on Emergency Drills, Section 1, Part 1.)

24. Name three types of anchors. Name the parts of a portable anchor. Explain a shackle and swivel.

25. He must know Sea History, from the earliest times to the close of the 15th Century. (See Manual for Seascouts, Part 1, Section 1.)

26. He must know six water fowl.

Requirements for Ordinary to Able Seascout (Including First Class)

These requirements include all of those of the First Class Scout and the seascout may receive his first class award upon the completion of the first thirteen requirements to the satisfaction of his local court of honor. Should the seascout have come into his ship as a first class scout he will naturally be so much nearer his goal and be able

to qualify with greater ease in the seagoing equivalents of the first class requirements.

1. A seascout must serve six months as an ordinary seascout, before he is eligible for the rank of able seascout.
2. Fully dressed in shoes, trousers and jumper or coat he must be able to swim 50 yards (See Manual for Seascouts, Chapter on Swimming, Section 2) for his Skipper or Portmaster.
3. Must submit evidence of having earned and deposited at least \$2.00 in the bank.
4. He must demonstrate his ability as a signaller by sending and receiving a message thirty letters per minute by Semaphore, or sixteen letters per minute by the General Service Code, which is also known as International Morse. If possible the signaling should be done from boat to boat or boat to shore. (See Manual for Seascouts, Chapter on Signaling also HANDBOOK FOR BOYS, and Merit Badge pamphlet on Signaling.)
5. He must submit a log and chart of an actual cruise covering at least seven miles and return. On this trip the seascout must cook at least one meal.
6. Advanced First Aid. Demonstrate methods of panic prevention, what to do in case of fire, ice, electric and gas accidents; what to do in case of a mad dog bite or snake bite. Demonstrate the treatment for a fracture, poisoning, fainting, apoplexy, heat exhaustion, frost bite and freezing; also demonstrate the treatment for sunburn, ivy poisoning, bee stings, nose bleed, earache, grit or cinder in the eye, stomach-ache; demonstrate artificial respiration, also bandaging. Every seascout must be an expert in the Prone Pressure method of resuscitation, and should pass the Junior Life-saving Test as follows:

- (a) In deep water, disrobe and swim one hundred yards.
- (b) Surface dive in six to eight feet, recovering an object three times and a ten pound weight once.
- (c) Correct approach and cross chest carry, thirty feet.
- (d) Correct approach and head carry, thirty feet.
- (e) Correct approach and hair or arm-lock carry, thirty feet.
- (f) Sixty foot approach, and tired swimmer's carry, thirty feet.
- (g) Release double grip on one wrist, to left and right.
- (h) Release front strangle-hold, left and right.
- (i) Release back strangle-hold, left and right.
- (j) Prone Pressure method of resuscitation—one and one-half minute demonstration.

7. A seascout must be able to prepare, and cook both in the open and in a galley any two of the following dishes called for: Eggs, bacon, hunter's stew (or chowder of fish or shellfish), fish, fowl, game, pancakes, hoecakes, biscuit, hard-tack or twist, bacon on a stick. He must explain to another boy the method followed. (See HANDBOOK FOR BOYS and Merit Badge pamphlet on Cooking.)

8. He must read a chart correctly covering both land and water markings and draw a rough sketch chart of a designated section of waterfront, indicating the land marks, channel marks, obstructions, landings, etc. Point out compass directions without the help of the compass. (See HANDBOOK FOR BOYS.)

9. He must make a model of a small sailing boat.

10. He must be able to judge distance across the water, size, number and height and weight of objects used on or near the water, within twenty-five per cent of accuracy with reference to nautical objects. For instance, after observing a harbor for a certain number of minutes he must turn away and write the number and kind of ships, their approximate location and distance from each other, height of the masts or buildings on the piers and the weight of anchors or cases being loaded or unloaded, where the Portmaster can verify the accuracy.

11. He must be able to describe from observation ten species of trees or plants (including poison ivy) by their bark, leaves, fruit or scent; or six species of wild birds by their plumage, notes, tracks, or habits; or six species of native wild animals by their form, color, call, tracks or habits; or ten water fowl, ten fish, ten water plants, or ten water insects. He must be able to find the North Star and name and describe at least three constellations of stars.

12. As a seascout is a thorough going scout, he must show satisfactory evidence to his skipper that he has put into practice in his daily life the principles of the Scout Oath and Law.

13. He must enlist a boy trained by himself in the requirements of an apprentice. (N. B. This completes the First Class Requirements.)

14. He must know fire drill aboard ship. (See Manual for Seascouts, Emergency Drills, Section 2.)

15. He is required to know the general ship etiquette and customs as given in the Manual for Seascouts.

16. He must make a tapered eye splice, a chain

splice, three-strand long splice. Make a seabag 36 inches long, with a round bottom, the diameter of the bottom being 13 inches. Using palm and needle, demonstrate the round stitch, the flat, overhand and herring bone stitches as explained in the Manual for Seascouts.

17. Learn the Beaufort Scale of wind velocity and indicate to his skipper at least two different types of wind by the surface ripples on different occasions. (See Manual for Seascouts, Section 2, Navigating.)

18. He must be able to explain the use of the lead line and its markings. (See Manual for Seascouts, Section 2, Navigating.)

19. He must be able to identify the following types of sailing vessels: sloop, ketch, yawl, schooner. Draw a fore-and-aft mainsail and indicate the parts. Be able to explain stays, halliards, mainsheets, topping lift. (See Manual for Seascouts, Chapter 2, Section 2.)

20. He must be able to handle a small boat under fore-and-aft sails under various conditions of wind and weather. Make a proper landing or pick up mooring.

21. He must be able to explain the method of laying out lifelines, on a bathing beach. (See Water Safety Pamphlet.)

22. Rig practical shearlegs capable of lifting an engine out of a boat or raising the stern of a boat, and demonstrate their efficacy by raising a barrel of water from the ground or from the small boat alongside to the dock or deck.

23. Draw sketches of the International Code Flags, coloring with crayons or paints and make similar sketches of the Weather Bureau Flags

24. Demonstrate ability to handle the ship's company in a platoon drill in foot work.

25. He must make a long cruise, preferably on a sailing vessel, under competent instruction, covering two weeks. The number of miles covered in that time will be credited to his cruising certificate. If a series of week-end cruises are combined to cover the two weeks, no single trip of less than twenty-five miles will be counted, and from Saturday afternoon to Sunday night will be counted as one day. No cruises of less than 24 hours will be credited on the long cruise certificate. To receive credit, a certificate from the master of the vessel or the seascout's direct superior officer is to be secured as evidence of the completion of this requirement.

26. He must turn in report of twelve hours' service as a lifesaver, swimming instructor, demonstrator.

27. He must qualify in the work of two or more billets according to the seascout billet plan.

28. He must be able to recognize the markings on buoys.

29. He must be familiar with the operation of the ship log and compass, and understand the markings on the sounding lead to 30 fathoms.

30. He must have a general knowledge of cordage, rigging, and ground tackle. He must rig a luff tackle, a gun tackle, and mouse a hook.

Requirements From Able Seascout to Quartermaster (Life, Star, or Eagle Scout)

1. To become a Quartermaster the seascout must have served at least one year as Able, and must have attended at least two-thirds of the meetings of the ship's company held during the six months preceding his examination.

2. He must be able to teach the work under oars, and under sail, of the apprentice or ordinary grades.

3. He is required to teach at least one other member of the crew to qualify in each of the two billets in which he has specialized.

4. He must be seventeen years of age and must pass the senior lifesaving requirements (U. S. Standard tests as outlined in A. R. C. 1005).

5. He must be able to show twenty-four hours' service as a lifesaver under the definition of service given in A. R. C. pamphlet 1005.

NOTE: He is eligible for the service medal awards given by the Red Cross Lifesaving Corps after two hundred hours' service in two years and for lives saved.

6. He must make a long cruise, preferably on a steam vessel, under competent instruction, covering two weeks. The number of miles covered in that time will be credited on his cruising certificate. If a series of week-end cruises are combined to cover the two weeks, no trip less than twenty-five miles will be counted, and from Saturday afternoon to Sunday night will count as one day. No cruise of less than twenty-four hours will be credited on the long cruise certificate. To receive credit a certificate from the master of the vessel or the Seascout's direct superior officer is to be secured as evidence of the completion of this requirement.

7. He must be able to rig a sloop and if no practical craft is available, demonstrate this ability by a working model or drawing showing the methods as called for.

8. He must be able to operate a simple marine gas engine.

9. He should demonstrate his familiarity with the bridge steering gear, proper signals for whistle and engine room, and the proper rules of the road as exemplified by moving vessels.

10. He should qualify for the Seamanship Merit Badge as revised and if he has already done so as a First Class Scout he will review the requirements.

11. He must know the use of nautical instruments for navigation, explained in the Manual for Seascouts.

12. He must qualify for an examination in sea history. (See Manual for Seascouts, Part 1, Section 3, Chapter 1.)

13. He must qualify for an examination in Commercial Geography.

14. He must demonstrate his ability to handle the ship's company in foot work in the School of the Troop from the Manual of Drills and Customs, B. S. A.

15. He shall have superintended the hauling out for repairs or winter storage of at least one of the boats of the ship.

16. He must superintend the fitting out and launching of at least one of the ship's boats, either in the Spring or after temporary repairs.

17. Direct a group in rigging up a breeches buoy apparatus for taking a person ashore from a wreck or from one boat to another.

18. He must have served as steersman on at least five trips and this should include boat under oars, under sail and under power.

19. He must have a general knowledge of steamship routine and customs. (In Manual.)

20. He must know the general pilotage rules and the specific rules applying to the harbors of the U. S., which he has entered or of the harbor in which he is located. If he is not located on a harbor, he should report on the nearest one to his home port (U. S. Pilot Rules).

21. From material in the Manual for Seascouts he should explain the elementary principles of stowage on a cargo vessel, and direct the stowage of a seascout boat load of equipment for a 'longshore cruise.

22. From material in the Manual for Seascouts he should explain the meaning of "Plimsoll Marks."

NOTE: It is recommended that every Seascout Quartermaster become an Eagle Scout, which is the highest rank in Scouting.

The following merit badges have an important bearing on Seascout training and should be secured as rapidly as possible.

Astronomy	Interpreting
Blacksmithing	Life Saving
Bird Study	Machinery
Bugling	Pioneering
Camping	Photography
Carpentry	Personal Health
Cooking	Public Health
Craftsmanship	Plumbing
Electricity	Radio
Firemanship	Swimming
First Aid	Signaling
First Aid to Animals	Seamanship
Handicraft	Safety First
	Surveying

UNIFORMS AND INSIGNIA FOR SEASCATS

Apprentice Seascout Uniforms and Insignia

Undress white sailor uniform, consisting of jumper, trousers, hat, undershirt, (white cotton) blue neckerchief and black shoes. When the weather is cold or when desirable, a blue sailor uniform with two white stripes on the collar and sleeve may be worn. However, it is recommended that all of the group wear the same color uniform on

duty. Leggings may be worn if desired. The apprentice wears the apprentice pin on the front of his hat. The words "Boy Scouts of America," are worn on the right breast of the blouse (in position indicated in the accompanying sketch) on a level with a line directly over the left breast pocket. Blue letters are worn on white uniforms, white letters on blue. The apprentice badge (blue on white uniform, white on blue uniform) is worn on the right sleeve, midways between the elbow and shoulder.

The apprentice badge is the tenderfoot scout badge superimposed upon the anchor.

Ordinary Seascout Uniform and Insignia

Same as for Apprentice Seascout except that on his hat he now wears the Ordinary seascout pin, which is the second class badge superimposed upon the anchor, and on the right sleeve the badge of the Ordinary Seascout.

Able Seascout Uniform and Insignia

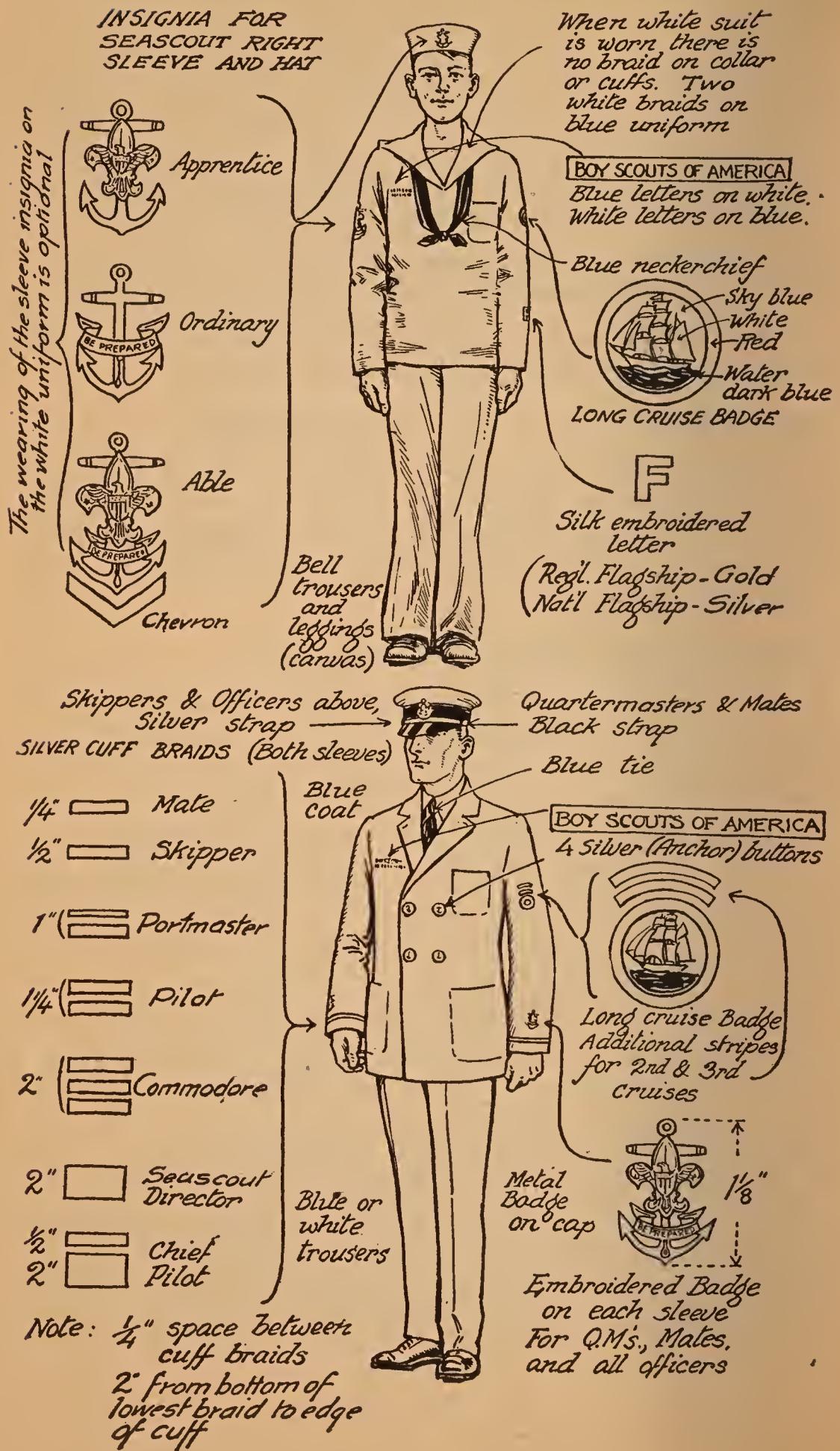
Same as for Apprentice Seascout, except that one blue chevron is now placed below the seascout badge on the right sleeve, half way between the elbow and the shoulder. He wears the seascout pin on his hat. This pin is the first class badge, superimposed upon the anchor. He wears the seascout badge on the right sleeve. Having made a long cruise he also adds the long cruise badge, half way between elbow and shoulder on the left sleeve.

NOTE: It is optional with Apprentice, Able and Ordinary Seascouts, whether they wear the badge of their respective ranks on the right sleeve.

Quartermaster Uniform and Insignia

Double breasted blue serge or broadcloth coat with four silver buttons, two on each side, on which the Seascout badge is stamped; blue serge or broadcloth trousers, without cuffs; white shirt, white collar, blue four-in-hand tie; officer's cap with sea-

BOY SCOUTS OF AMERICA
UNIFORMS AND BADGES



scout pin and black chin strap. The officer's cap is the same as a "Yachtman's cap" with seascout insignia on the front. He wears the white seascout badge (new) on each sleeve, two inches from the end of the sleeve. The words "Boy Scouts of America" in white letters, are inserted on the right side of the coat, slightly above the position a right hand breast pocket would occupy. White duck trousers may be worn in summer.

Mate Uniform and Insignia

The uniform worn by the Mate is the same as that of the Quartermaster, except that a stripe of silver braid, one-quarter inch wide, is worn underneath the seascout badge, all around the sleeve, the bottom edge of the braid being 2 inches from the edge of the cuff.

Skipper Uniform and Insignia

The uniform worn by the Skipper is the same as that worn by the Quartermaster except that he has a one-half inch silver stripe, around the sleeve, the bottom edge of the stripe being two inches from the edge of the cuff. He wears a silver chin strap on his cap.

Portmaster Uniform and Insignia

The uniform worn by the Portmaster is the same as that of the Skipper except in the sleeve stripes. The Portmaster wears one one-quarter inch and one one-half inch sleeve stripe on each sleeve, one-quarter inch apart, the lower edge of the bottom stripe being two inches from the edge of the cuff.

Pilot Uniform and Insignia

The uniform of the Pilot is the same as that of the Skipper except that he wears two one-half inch silver stripes, one-quarter inch apart, around each sleeve, two inches from the edge of the cuff as stated above.

Commodore Uniform and Insignia

The uniform of the Pilot is the same as that of the Skipper, except that he wears three one-half inch silver stripes, one-quarter inch apart, around each sleeve, two inches from the edge of the cuff as stated above.

Seascout Director Uniform and Insignia

The uniform of the Seascout Director is the same as that of the Skipper except for the sleeve stripes. The Seascout Director wears a two-inch silver stripe around each sleeve, below the seascout badge. The bottom edge of the silver stripe must be two inches from the edge of the cuff.

Chief Pilot (Chief Scout Executive) Uniform and Insignia

The uniform of the Chief Pilot is the same as that of the Skipper except for the sleeve stripes. The Chief Pilot wears one one-half inch silver stripe and one two-inch silver stripe, one-quarter inch apart, around each sleeve, the lower edge of the bottom stripe being two inches from the edge of the cuff.

CLASSES OF SHIPS, GROUP PROMOTION

There are three classes of ships.

Third Class Ship (Sloop)

This ship has at least nine boys of the Apprentice Grade registered.

Second Class Ship (Schooner)

When a Sloop or Third Class Ship has a majority of the crew rated as Ordinary Seascouts or higher it becomes a Schooner or Second Class Ship.

First Class Ship (Bark)

When a Schooner or Second Class Ship has a majority of its crew rated as Able Seascouts it becomes a Bark or First Class Ship.

The Regional Flagship

In order to be eligible or selected to Region Flagship grade of which there is but one in each region, a ship must have:

1. Twenty registered seascouts.
2. Ten per cent of the crew must be Quarter-masters and must have been members of the crew for at least one year.
3. The ship must have been registered for at least one year as a First Class Ship.

The Regional Flagship will be chosen from eligible ships by competitive examinations. The ship selected will hold the flag for one year.

The members of this ship will wear the letters "R. F." in white on the left sleeve four inches from the end of the cuff.

HOW TO CONDUCT A SEAScout SHIP

It is presumed that the minimum number of seascouts have been registered and that a meeting place has been procured. The first meetings will be held ashore.

It is suggested that the meeting place be fixed up in the following way: The deck plan of a ship is drawn on the floor with chalk, paint or tape and as all of the drills and ceremonies will be conducted within this space, it is recommended that it have a wide beam; the jack staff and the flagstaff should be set up and the running lights—a green light on the starboard (right) side and a red light on the port (left) side—put up in their proper places. Every ship should have a large map of the world as one of its first possessions and the crew should make itself thoroughly familiar with it by tracing the voyages of the navigators of long ago. A ship's bell should be set before a portable bridge and the

bells struck regularly throughout the meeting. A jackstay consisting of a pole supported by two stanchions runs from the bridge to the stern, amidships, at a height of about three and one-half feet. Several sets of semaphore flags should be in the signal locker. The boatswains' chart should contain a good quantity of line, spare canvas, sailmaker's twine and palm and needles. At the first meeting the skipper should familiarize the crew with the proper names for the different parts of the ship.

Let us assume that there are fifteen boys in a ship. These are divided into two boats, nine boys in one and six in the other. From each of these groups one boy is selected to be the leader. He is called the Coxswain and wears the billet mark of the Coxswain on the right sleeve of his uniform just above the elbow. The proper number of boys in a boat is nine including the Coxswain, and it will be, therefore, up to each boat to recruit itself to full strength. Each of the boats should be designated by numbers —one, two, three, or four.

It is assumed that the meeting start at 7:00 o'clock (six bells) and will be over at 9:00 (two bells).

6:55 All aboard. The officer of the deck, who has been appointed by the skipper at the last meeting, appoints two side boys to salute the skipper as he comes aboard. (The Skipper appoints members of the crew in turn for the duty of officer of the deck.)

7:00 O. D. Strikes six bells.

Skipper comes aboard, is saluted by side boys, salutes quarterdeck and then O. D. The O. D. returns both salutes. Everybody stands at attention while the skipper comes aboard. (See Manual for Seascouts, Chapter on ceremonies.)

7:05 The first mate passes the word to the Coxswains to muster their crews. The crews of number one boat falls in on the starboard side, number two on the port side (where there is only one boat's crew, half fall in on the port side and half on the starboard side). Coxswains report their crews "All present or accounted for, sir."

7:15 Mate gives the Seascout Promise.

7:20 Seamanship drill.
This drill is taken from the work of the Apprentice Seascout, Section One.

7:30 O. D. Strikes seven bells.

7:55 Pipe down. Lash and stow gear of seamanship drill (line, canvas, etc.).

8:00 The O. D. reports eight belis to the Skipper. Skipper replies "Make it so" and O. D. strikes eight bells. Knock off all work. Recess during which yarns are spun, chanteys sung and games played.

8:20 Break out gear for signal practice.

8:30 O. D. strikes one bell.

8:40 Stow signal gear.

8:45 Sea History and Geography. Life of a navigator. Instruction in other subjects.

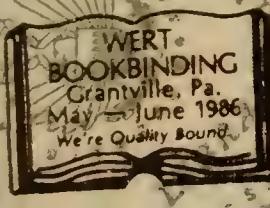
8:55 Crews to muster. Skipper leads in repeating the Scout Oath. The Skipper appoints O. D. (No. 2) for the next morning. The O. D. (No. 2) coming on watch relieves the one (No. 1) on duty in the following way: No. 2 requests information from No. 1 in regard to what has been done; is being done; and what is to be done on the ship. Having satisfied himself that he has all information necessary he salutes No. 1, saying, "I am ready to relieve you, sir." No. 1: "I am ready to be relieved, sir." No. 2: "I relieve you, sir." Both salute.

9:00 All hands face aft as O. D. lowers the colors slowly for the night. Side boys stand by as skipper is piped over the side.

The first mate directs the cleaning up of the meeting place and sees to it that it is properly locked.

NOTE: This is submitted merely as a specimen program; skippers should use their own discretion in making up the program for their ships.





LIBRARY OF CONGRESS



0 027 133 152 6